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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY	Hungary		
SUBJECT	Signal Regiment, Budapest/Signal CPX Conducted in the USSR, 1956	DATE DISTRIB:	8 May 57
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THIS IS UNEVALUATED INFORMATION			
<p><u>This report is the result of a joint collection effort of the Air Force, the Army and CIA and is disseminated in accordance with the provisions of NSCID #7.</u></p>			
1.			
2.	<p>The Budapest 112 [] [sic] Signal Regiment and the Signal Officers' Candidate School (three years course) were stationed in the Kaserne when I arrived in November 1954. The Signal OCS was moved to another location in early summer 1956, but I don't know where. The vacated area was being reconstructed and refurnished to quarter the headquarters and staff of the Hungarian army and was to be occupied sometime in November 1956. This was not accomplished by the time that I left because the outbreak of the revolution interrupted the work.</p>		
3.	<p>From 1954 to November 1955, the Regiment had four battalions but was reorganized in November 1955. I was originally in the 4th Battalion and became a member of the 3rd Battalion when the unit was reorganized. The 1st and 2nd Battalions remained the same but the 3rd and 4th Battalions were combined and became the 3rd Battalion.</p>		
4.	<p>The Regiment had the following equipment:</p> <ul style="list-style-type: none"> a. About four R 50 radios b. About six R 40 radios c. Unknown number of R 30 radios d. Unknown number of R 10 radios e. Unknown number of R 7 radios f. 100 drop type switchboards g. 40 drop type switchboards h. 20 drop type switchboards 		

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- i. 1941 type, field telephones in bakelite container
 - j. About six radio vans - direct line of sight relay radios with double parabolic antennae on top. These are in the Relay Company.
 - k. About 70 wire trucks - each truck had thirty 200 meter wire drums. This wire is used for communications to points outside of Hungary [sic].
 - l. Unknown number of squad trucks, 130 Csepel one and one-half ton, for light communications equipment.
5. From January 1954 to May 1955, I attended a drivers' training school located in an old cavalry kaserne in Miskolc [48:06N - 20:47E]. I studied driving and maintenance of both trucks and passenger sedans. The instructors were, for the most part, civilians although it was a military school. There were no Soviet advisors at this school.
 6. In April 1956, I was told to prepare my vehicle, a Csepel 130 truck (one and one-half tons), for a maneuver on CPX to be held in June 1956. At that time Soviet advisors came to the Kaserne for the first time, and thereafter there were always at least two with the Regiment although they did not accompany us on the CPX.
 7. In mid-June 1956, one officer, Maj Balogh and approximately 38 men, including myself, were sent by rail from Budapest to the CPX area. Our vehicles were loaded on flat cars and included the following eight vehicles and personnel:
 - a. Two 130 Csepel switchboard trucks - four men each from the Regiment with a 40 drop switchboard in each truck.
 - b. One K 300 radio van - one driver and an unknown captain from the Ministry of Defense - used for entertainment [sic].
 - c. Two heavy wire equipment trucks (K 300), eight men each from the Regiment.
 - d. Three 130 Csepel squad trucks hauled equipment for the squad such as telephones, wire and light communications equipment. Five men per truck from the Regiment.
 8. The trip from Budapest to the CPX area took four days by military train. We crossed the Hungarian border at Vereckeiszoros [coordinates unknown] and unloaded our equipment and vehicles at Rakni [coordinates unknown] in the Ukraine. We moved from Rakni about 10 km northeast to an area called Petrozsinkai Field [coordinates unknown]. This is an open field with no permanent military installations. It took us about two hours to move from Rakni by road to our first CPX area at Petrozsinkai Field.
 9. Our unit was to represent the West and Czech and Rumanian signal units were to represent the East. Hungary had two units involved in the CPX. The Hungarian army headquarters and staff, which was our immediate superior headquarters, and my own unit. I do not know how many Czech, Rumanian and Soviet units were involved. I do know that they were signal and transportation units.
 10. We were told that Marshal Zhukov was observing the progress of the CPX and to do our best.

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11. We communicated only with the Hungarian army headquarters and Staff (TÖRS) and the Soviet headquarters since we represented the West. Orders were given to the headquarters and staff, relayed to our unit and Maj Balogh took whatever action was required. The orders were relayed to no lower echelon of command. The Hungarian army headquarters controlled our part in the CPX.
12. The CPX concerned mock atomic attacks which each side made against the other.
13. We remained in the first area about one week and then moved approximately 200 km northwest to another open field. I do not know the name of the field nor the name of any village or town near it. We remained in the second area about five or six days and then moved southeast almost to the original area and remained there for one week. During all moves and at each of the three areas, the Soviet signal troops were near us. Through a friend who spoke Russian, I found out that the Soviet signal troops were dissatisfied because they were 10 thousand to 11 thousand kilometers from home. I do not know the designation of the Soviet units nor from whence they came. Their uniforms were exactly like ours except that we wore branch insignia on the collar of our blouse and the Soviet troops wore branch insignia on their shoulderboards.
14. The movement back to Budapest was the exact reverse of the trip to the CPX. We loaded our vehicles on flat cars at Rakni and crossed back into Hungary at the official crossing point at Vereckeszeres. The return trip also took four days.

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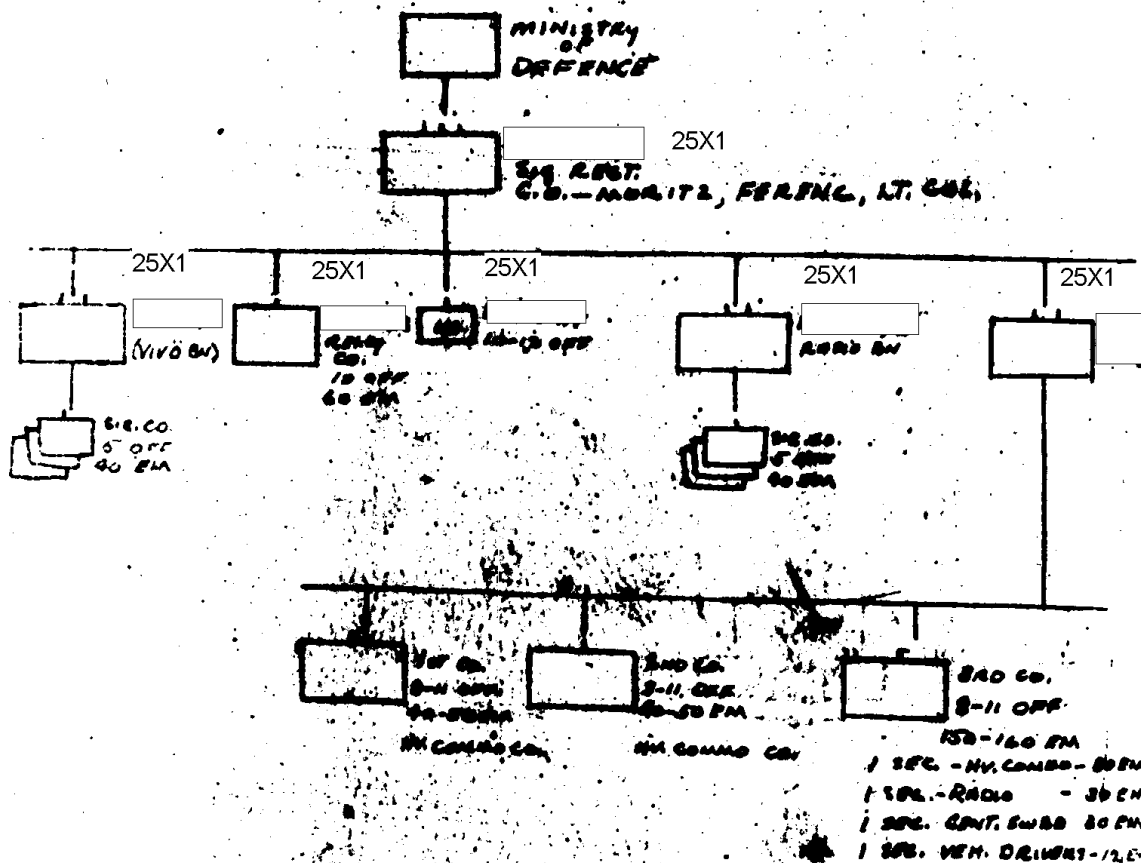
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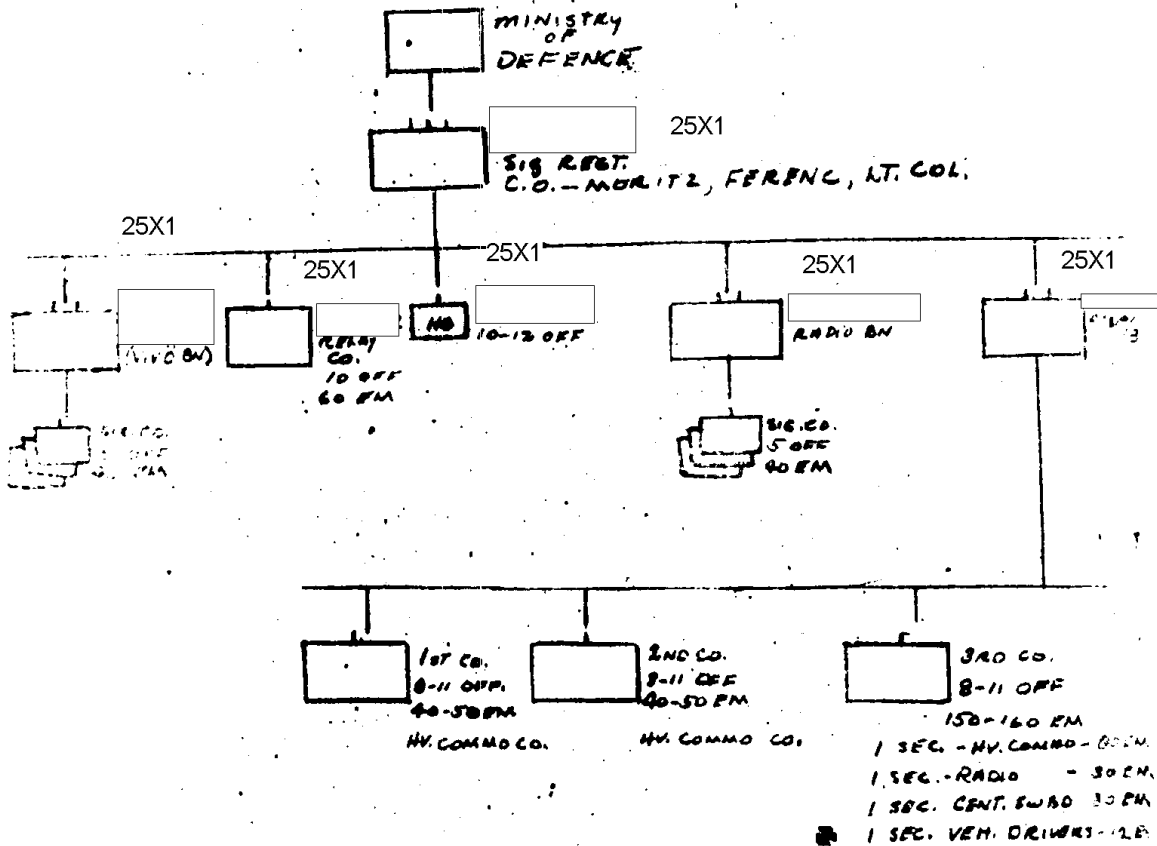
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